

Today's
Advertisements.VICTORIA CHAPTER,
No. 52, E.C.AN EMERGENCY CONVOCA-
TION OF THE VICTORIA CHAPTER
will be held at the FREEMASONS' HALL, THIS EVENING,
the 22nd instant, at 8.30 for 9 p.m. precisely.
Visiting Companions are cordially invited to
attend.
Hongkong, 22nd February, 1899. [231a]

BIJOU THEATRE.

RECLAMATION GROUND, PRAYA WEST.

TO-MORROW
(THURSDAY), 23rd February.
FRIDAY, 24th February.
SATURDAY, 25th February.POSITIVELY LAST THREE NIGHTS
of
D'ARCS MARIONETTESWhen will be produced for the first time in
Hongkong.
The Great Spectacular Diorama of
"THE SPANISH-AMERICAN WAR."
Book Early to avoid the crush.

PRICES AS USUAL.

PLAN at ROBINSON'S.

SATURDAY, 25th February, at 4 P.M.
Grand Farewell Matinee for Children.

Hongkong, 22nd February, 1899. [118a]

HONGKONG CLUB.

NOTICE.

THE THIRTEENTH YEARLY GEN-
ERAL MEETING OF THE MEMBERS
of the CLUB will be held in the CLUB HOUSE
on WEDNESDAY, the 1st March, 1899, at
5 P.M.
By Order, C. H. GRACE,
Secretary.
Hongkong, 22nd February, 1899. [231a]

NOTICE.

MY Interest and Responsibility in the FIRM
of Messrs. FRANK J. HORMUSJEE
& CO., Hongkong, ceased and terminated
on the 14th November, 1898, Hindoo Karmik
Sad Anikam Savant 1935.
MUNCHERSHAW SORABJEE MEHTA.
Hongkong, 22nd February, 1899. [232a]CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.

THE Company's Steamship
"KWEIYANG,"
Captain (Overboard), will be despatched as above
on MONDAY, the 27th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Handover, New China Office, 1000.

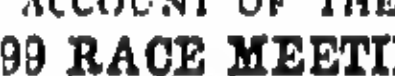
THE "HONGKONG TELEGRAPH'S"

ACCOUNT OF THE

1899 RACE MEETING

will be produced in PAMPHLET FORM with
Tables of Winners, &c.
Only a limited number will be printed.
Send Orders early to
The Manager,
"HONGKONG TELEGRAPH" OFFICE,
Pender's Hill.
Hongkong, 22nd February, 1899. [234a]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

PORTS

(For Invalids and General Use.)

B.—VINTAGE, superior quality,
Red Capsule \$14.40
C.—FINE OLD VINTAGE, su-
perior quality, Black
Seal Capsule 16.20
D.—VERY FINE OLD VINTAGE
extra superior, Violet
Capsule (Old Bottled) 20.40Port after removal should be rested
for a month before use. Wine re-
quired for drinking at once should be
ordered to be decanted at the Dis-
pensary before being sent out.
These Wines are too favourably
known to need comment.Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 22, 1899.

REUTER'S TELEGRAMS.

THE ELECTION RIOTS IN PARIS.

LONDON, February 20th.

The election demonstrations were renewed
in Paris on Sunday evening. The mob smashed
the windows of Rothschild's Bank, and of
several Newspaper offices. One hundred
arrests were made. The English correspond-
ents in Paris are of the opinion that the
demonstrations largely consist of paid rowdies
and that the country generally is satisfied with
the election of M. Loubet.

WEATHER REPORT.

The Observatory report says.—On the 22nd
at 11.40 a.m. The barometer is rising on the
China coast. The depression is probably
moving to the N.E. off the S. coast of Japan.
Pressure is highest over N. China. Gradients
moderate on the coast, slight but increasing in
the N. part of the China Sea. FORECAST—
Fresh N. winds; fine.

LOCAL AND GENERAL.

SINCE the institution of the penny postage rate
Canadian correspondence with England has
more than doubled.TO-DAY, being the one hundred and sixty-
seventh anniversary of the birthday of George
Washington, the warships in port were dressed
and a salute was fired at noon.It is rumoured in India that British officers are
in future not to be appointed to Gurkha regiments
if they are over a certain height, so that
they shall be more the size of their men.THE enthronement of Dr. Weldon, as Metro-
politan of India, took place at St. Paul's
Cathedral, Calcutta, on the 1st inst. before an
enormous congregation. The Viceroy and all
the chief officials were present.SOME gold buttons and a quantity of clothing
were recently abstracted from the Resident-
General's quarters in the Istana Club at Taipei.
The thief could not be traced, but the
property was found hidden underneath the house.SIR Julian Pauncefote will hold the British
Embassy at Washington for another year, partly
owing to the pending negotiations in reference
to the Clayton-Bulwer Treaty, and partly to the
general diplomatic situation following the
Spanish war.WE would remind our readers that the season
of D'Arc's Marionettes is fast drawing to a close
and that the grand spectacular diorama of
"The Spanish-American War" is advertised
to be produced in PAMPHLET FORM with
Tables of Winners, &c.THE Kronstadt's Patrik publishes a tele-
gram from its correspondent at Odessa an-
nouncing that the committee of the Volunteer
Fleet have invited tenders from English firms
and one German firm for the building of two
new cruisers, one of the type of the *Mashona*
and the other for the transport of convicts.
The cost of the two ships will be £300,000.FOREIGN fleets in the Far East, says a home
paper, will in the spring witness a series of
Russian naval and military evolutions. Ac-
cording to an Odessa Correspondent, it is
reported that these evolutions will be on a
grand scale. The garrisons at Port Arthur
and Tientsin are to be equally divided,
each force being supported by a naval squadron.
The objective feature of the evolutionary cam-
paign will be the assault and capture of Port
Arthur.At the Old Bailey, some time ago, while defend-
ing a prisoner charged with fraud, Mr. Gill, the
judge, says the *Daily News*, the request that
he would "let byones be byones." The
prisoner was eventually convicted, and a long
list of previous convictions was read out against
the man. "What have you to say to this, Mr.
Gill?" asked his lordship. "I can only suggest,"
said the learned junior, promptly, "that your
lordship should let byones be byones."THE statistics of Scots Guards show how
beneficial military training is to the physical
development of the recruit. The average height
of the men is a shade over 5 ft. 10 in. Naturally
with such a standard of height there is room
for considerable chest expansion in the
younger recruits. In these the effect of general
military training and the annual course of
gymnastics has produced a much increased
development. There is one of an increase of
over four inches in five years' service, several
of over three inches, and large numbers show
expansion up to a couple of inches.SIR John Gorst, speaking at Bradford, said the
chaos existing in local government generally.
It arose from the incapacity of modern Govern-
ments and Parliaments to frame satisfactory
schemes of domestic administration, and from
a rooted distrust of local government, which
largely obtained among the governing classes.
He discussed the effect of the existing system
of administration on two classes of children—
the delinquent million who ought to be in the
schools and were not and the picked children
selected for higher education. The pauper and
criminal classes were largely recruited from
the former, and to deal with it there was need-
ed a strong central department and strong local
authorities in co-operation. He contended that
for the purposes of secondary education town
and county councils were more suitable authori-
ties than school boards, but anticipated that
Parliament would probably wait till the local
authorities themselves had come to some
agreement on that point, and would then give
effect to it.ORDERS for our special account of the 1899
Race Meeting, to be published in pamphlet
form, should be sent in as early as possible as
only a limited number will be printed. The
pamphlet will form a handy memento of the
meeting to send to friends at home or in the
coast ports.THE Home Papers notify the death at his
residence, Englefield-green, Staines, of Major-
General Frederick Spence, C.B., late of the 31st
Regiment (East Surrey), in his 85th year.
General Spence entered the Army in 1829, and
served in the Crimea in 1855. He commanded
the 31st throughout the campaign in the north
of China in 1860.

HONGKONG RACES, 1899.

STEWARDS.—His Excellency Sir Henry A.
Blake, G.C.M.G.; His Excellency Vice-Admiral
Sir Edward H. Seymour, K.C.B.; His Excel-
lency Major-General W. J. Gascoigne, C.M.G.;
Colonel C. Holland, R.N.; The Hon. J. J.
Bell-Irving, C.F. Horton, Esq.; The Hon. C. P.
Chater, Esq.; T. Jackson, Esq.; D. Gillies,
Esq.; The Hon. F. H. May, C.M.G.; R. M.
Gray, Esq.; The Hon. T. H. Whitehead; M.
Grote, Esq.CLERK OF THE COURSE.—The Hon. C. P. Chater, C.M.G.
JUDGE.—The Hon. C. P. Chater, C.M.G.
ASSISTANT JUDGE.—The Hon. F. H. May, C.M.G.
STARTER.—M. Grote, Esq.SECOND STARTER.—A. S. Anton, Esq.
HON. TREASURER.—J. G. Peter, Esq.
CLERK OF THE COURSE.—T. F. Hough, Esq.SECOND DAY, WEDNESDAY, 22ND
FEBRUARY, 1899.The second day of the Races opened bright,
and by the time the first event was announced,
the weather was gloriously fine and all that
could be desired, except that it was not as well
as one would like under foot. There was a big
army of umbrellas, but used to-day to protect
from the sun, instead of from the rain, as
was the case yesterday. Owing to the pleasant
atmospheric conditions, the number of
spectators before tiffin was far in excess of
yesterday, and amongst them many ladies
were seen, who looked charming in their
bright and coloured gowns; but by the
afternoon the place was well attended, not only
by foreigners, but thousands of Chinese. The
course was still heavy, but with the burning
sun pouring upon it for several hours, and if
the last race it improved considerably, and the
weather was glorious. The fastest done to-day in a
done to-morrow. The fastest done to-day in a
done to-morrow. The fastest done to-day in a
done to-morrow.The Band of the Royal Welsh Fusiliers
again discoursed enchanting strains of music.
THE SCURRY STAKES, a sweepstakes of \$10
each; for China ponies *hand file* griffins on
date of entry; weight for inches as per scale;
winners 7 lbs. extra. One Mile.Mr. Derick-Hunter's g. Century, 1st 12lb.
Mr. Burkill 1
Mr. Glenday's br. Aberdeen, 1st 12lb.
Mr. Cummings 2Mr. Hopeful's blk. Obi, 1st 12lb. Mr. M. W. Cox 3
Mr. Buxey's g. Rose de France, 1st 12lb.
Mr. Willeumier 2
Mr. John Peel's ra. Centipede, 1st 12lb.
Mr. Master 0Mr. John Peel's blk. Minstrel, 1st 12lb.
Mr. Crickshank 0Eight starters. Obi caused a little trouble in
getting away, but when all got off they went
well together. At the Stand Dunrobin drew
out from Centipede and the Wizard. On
reaching the Bridge Rose de France took the
lead, but on going down the back stretch
Century and Obi went to the front running
neck and neck, Rose de France a close third.
Century, after passing the Rock forged a
length ahead of Obi, and Aberdeen got into third
place. After passing the Village Century had
increased his lead to ten lengths, and main-
tained the lead to the finish, winning by five
lengths, Aberdeen being six lengths ahead of
Obi. Rose de France ran Obi very close for
third place. Time, 2:15.THE EXCHANGE PLATE, value \$500; presented
by the Bankers and Exchange Brokers of
Hongkong; second pony to receive \$50; for
China ponies; weight for inches as per
scale; *hand file* griffins on date of entry
allowed 7 lbs. extra; winners 7 lbs. extra;
entrance \$10. From the Two-mile
Post Once Round and 1/2.Mr. John Peel's cr. Yellow Dwarf, 1st 12lb.
Mr. Master 1
Mr. Buxey's w. White Rose, 1st 12lb.
Mr. Willeumier 2Mr. Buxey's d. Tea Rose, 1st 12lb.
Mr. Cummings 3
Mr. Derick-Hunter's d. Sandstorm, 1st 12lb.
Mr. Burkill 0Mr. Hopeful's g. Orwell, 1st 12lb.
Mr. W. W. Cox 0Only five starters out of 21 entries. Buxey
declaring his best to win. All started well
together, but on reaching the Grand Stand
Sandstorm went to the front of Tea Rose and
Yellow Dwarf. At the Bridge Tea Rose headed
Sandstorm, Yellow Dwarf third, ten lengths in
front of White Rose and Orwell. Positions
were about the same going down the back
stretch, except that White Rose closed upon
the leaders, but before the Black Rock Tea
Rose went to the front of Tea Rose, Sand-
storm being third. Yellow Dwarf still had
the lead into the home straight, and when half
way up White Rose let out and passed Sand-
storm and Tea Rose, challenging Yellow
Dwarf, but Master rode well and ran his pony
to the winning post two lengths ahead of
White Rose, ten lengths dividing the three for
third place. Time for the last mile was 2:15.THE GARRISON CUP, presented by the Officers
of the Garrison; second pony to receive \$50;
for China ponies *hand file* griffins on date of
entry; weight for inches as per scale; win-
ners 7 lbs. extra; entrance \$10. One Mile
and a Quarter.Mr. David's g. Douglas, 1st 12lb. Mr. Reynell 1
Mr. John Peel's d. Seaweed, 1st 12lb.
Mr. Master 2Mr. Buxey's ch. Wild Rose, 1st 12lb.
Mr. Willeumier 3
Mr. Derick-Hunter's b. Mainstay, 1st 12lb.
Mr. Burkill 0Four only started out of an entry of 19 ponies.
Mainstay led Seaweed in starting. On getting
into the home straight for the first time Douglas
ran into second place. At the Bridge the
leaders made a couple of lengths second to
Seaweed, and on reaching the back stretch
Douglas went to the front. Passing the Black Rock Douglas
headed Wild Rose, but Mainstay lifted off.
At the Village Douglas was given rein and
increased his lead of Wild Rose; and on enter-
ing the home straight was four lengths to thegood. A hard race ensued between Seaweed
and Wild Rose, but the former got the best of
it by lengths at the finish, and the event ended
by Douglas winning it by four lengths of Sea-
weed, Wild Rose being 8 lengths further
behind. Time, 2:49.THE GERMAN CUP, presented by Members of
the German Club; second pony to receive
half the entrance fees; for Subscription
Griffins of this season, 1898-99; weight for
inches as per scale; entrance \$10. One Mile
and a Quarter.Messrs. McKie and Gove's g. Strathfield,
1st 12lb.
Mr. Derick-Hunter's g. Ultimatum, 1st 12lb.
Mr. Burkill 2Capt. Lambton's b. Quenoy, 1st 12lb.
Mr. Moller 3Mr. Buxey's g. Meteor Rose, 1st 12lb.
Mr. Willeumier 0Mr. David's g. The Prince, 1st 12lb.
Mr. Reynell 0Mr. Jay's d. Greif, 1st 12lb. Mr. W. W. Cox 0
Mr. Ellis Kelly's g. Sirdar, 1st 12lb.
Mr. Cummings 0Twenty of the 27 entrants did not start in
this, the biggest event of the day, so it simply
lay between seven ponies to compete for the
handsome cup presented by the German com-
munity. The start was good, Meteor Rose
and Greif having slightly the lead of the others
and at the place they started, it was evident the
riders intended to make the race a fast
one. The time, however, was far slower than
many others for the German Cup, of course,
owing to the heavy state of the ground. On
passing the stand for the first time Meteor
Rose led, The Prince, Greif and Quenoy being
close up. Soon after the Bridge was passed,
Quenoy went into second place right outside
Strathfield, passing Greif on approaching the
Rock, and went ahead of all others but four
lengths after passing the Village with Quenoy
second and Ultimatum in close attendance. It
was a certain win for Strathfield, who rumped
away up the home straight; it, however,
looked doubtful about second place. But half
a furlong from home, Burkill gave Ultimatum
spur and the pony passed Quenoy, running in
half a length ahead, Strathfield being quite 12
lengths in front of Ultimatum. Time, 2:50.The NAVY CUP, presented by Officers of H.M.
Fleet; second pony to receive half the en-
trance fees; for China ponies; weight for
inches as per scale; winners of one race at
this meeting 7 lbs. extra; of two or more
races 10 lbs. extra; previous non-starters to
carry 12 lb.; entrance \$10. One mile and a
Quarter.Mr. Buxey's w. White Rose, 1st 12lb.
Mr. Willeumier 1Mr. Glenday's b. Forest King, 1st 12lb.
Mr. Cummings 2Mr. John Peel's sp. Montello, 1st 12lb.
Mr. Master 3Mr. Derick-Hunter's b. Charger, 1st 12lb.
Mr. Burkill 0Mr. McKie & Gove's skd. Glenmore, 1st 12lb.
Mr. Crawford 0Five started out of 19 entries, and White
Rose was expected to make a good show and
did so, although, we think, Forest King could
have won. Montello got the best of every-
good start, followed by Charger and White
Rose. At the stand Charger took the lead, Mon-
tello, Forest King and White Rose running
next in that order. When the Bridge was
reached the positions were the same, and con-
sidered the positions were the same, and con-
sidered the positions were the same, and con-
sidered the positions were the same, and con-The JOCKEY CUP, value \$150; second pony to
receive \$50; for subscription ponies of any
season, winners excluded; to be ridden by
jockeys who have not won a winning mount
previous to this meeting in Hongkong or
China; weight for inches as per scale; en-
trance \$5. One Mile.Mr. J. H. Lewis's g. Chaffinch, 1st 12lb.
Mr. Chaffinch 1Mr. John Peel's g. Jim Crow, 1st 12lb.
Mr. Green 2Mr. John Peel's ch. Traveller, 1st 12lb.
Mr. Newland 3Mr. Derick-Hunter's g. Concession, 1st 12lb.
Mr. Walwyn 0Mr. Buxey's g. Bourbon Rose, 1st 12lb.
Mr. McClung 0Mr. Robert Gordon's phd. Athos, 1st 12lb.
Mr. Riddler 0Mr. Jay's g. Adler, 1st 12lb. Mr. Papper 0
Capt. Lambton's b. Amur, 1st 12lb. Mr. Keys 0
Mr. J. H. Lewis's g. Reveller, 1st 12lb.
Mr. Bruce 0Mr. Newcome's w. Unit, 1st 12lb. Mr. West 0
A field of ten starters. Before the race
Chaffinch dismounted his rider, Athos got the
best of a fair start, Chaffinch and Concession a
little behind; and at the Bridge the order was
the same. On going down the back stretch
Jim Crow ran into third place. When the
Black Rock was reached it was simply a long
procession and Athos commenced to fall back
and at the Village Jim Crow and Concession
ran together, Traveller running second,
Chaffinch falling behind; but when the home
straight was entered the last named secured
the rails and opened out, winning a good race
by three lengths. Six lengths dividing Jim
Crow and Traveller, the latter just having
the best of Concession. Time, 2min. 18sec.THE FLAYWAY STAKES, a sweepstakes of \$5
each with \$100 added; for China ponies;
weight for inches as per scale; subscription
ponies of any season non-winners allowed
7 lbs.; subscription ponies of any season
winners allowed 7 lbs.; previous winners at
this meeting 7 lbs. extra. Three Quarters of
a Mile.Mr. Orr's d. Rookwood, 1st 12lb. Mr. Moller 1
G. H. Potts' b. Tocsin, 1st 12lb.
Mr. John Peel's g. Grasshopper, 1st 12lb.
Mr. Master 3Mr. Glenday's g. Cairngorm, 1st 12lb.
Mr. Cummings 0Mr. Buxey's g. Tube Rose, 1st 12lb.
Mr. Willeumier 0Mr. Hopeful's b. Amur, 1st 12lb.
Mr. W. W. Cox 0Mr. J. H. Lewis's br. The Wizard, 1st 12lb.
Mr. Burkill 0Seven faced the starting-post out of 16 entries.
After a couple of false starts Rookwood went
to the front followed by Grasshopper and Wizard,
Tocsin being last, his jockey evidently thinking
it a false start. At the Rock the order was
Rookwood and Wizard leading. On approaching
the Village the positions changed and the whole
order was—Rookwood, Grasshopper, Tube
Rose, Cairngorm, Wizard, Amur, Tocsin.
When the home straight was entered Rookwood
still led, followed by Grasshopper, but when
half way up Tocsin came through the crowd
and ran home a couple of lengths second to
Rookwood, Grasshopper being a length further
behind. Cairngorm was only half a head to
the bad of third. Time 1:38.THE TAI YUUK FONG CUP, value \$200; pre-
sented; second pony to receive \$50; for
China ponies *hand file* griffins on date of en-
try; weight for inches as per scale; previous
winners 7 lbs. extra; entrance \$10. One
Mile and a Half.The following is the programme for to-
morrow—
THIRD DAY—THURSDAY, 23RD FEBRUARY,
1899.The GRAND STAND STAKES, value \$150; second
pony to receive \$50; for China
ponies *hand file* griffins on date of en-
try; winners of one race, 7 lbs. extra; of two
races 10 lbs. extra; of three or more races 10 lbs.
extra; subscription griffins non-winners
allowed 7 lbs.; entrance \$5. Once Round.THE CIVIL SERVICE CUP, presented; second
pony to receive half the entrance fees; for
subscription griffins of this season, 1898-99;
weight for inches as per scale; previous
winners 7 lbs. extra; penalties accumulative;
entrance \$1. One Mile.The CHALLENGE CUP, value 100 guineas; for
China ponies; to be won twice by one owner
tively by a pony or ponies the *hand file*
property of the same owner; first pony to
receive 70 per cent., second, 20 per cent.; and
third, 10 per cent. of entrance fees; weight
for inches as per scale; entrance (forced), \$5,
but optional to subscription griffins of this
season, 1898-99. One Mile and Three
Quarters.The LADIES' PURSE, presented; for all China
ponies; weight for inches as per scale;
winners at this meeting other than Subscrip-
tion Griffins 5 lbs. extra; unplaced ponies
allowed 5 lbs.; previous non-starters at this
meeting 12 lbs. extra; entrance \$5. Seven
Furlongs.The "BLAKE" CHALLENGE CUP, presented by
His Excellency Sir Henry A. Blake,
G.C.M.G.; for Subscription Griffins of this
season; to be won twice by one owner
tively by a pony or ponies the *hand file*
property of the same owner; first pony to
receive 70 per cent. of the entrance fees;
second 20 per cent.; third 10 per cent.;
weight for inches as per scale; winner of the
Valley Stakes and/or German
Cup 14 lbs. extra; winners of any other races
7 lbs. extra, penalties accumulative up to 14
lbs.; entrance fee \$10. One Mile.The PARSEE CUP, presented; second pony to
receive \$50; for China ponies; weight for
inches as per scale; winners of one race at
this meeting 5 lbs. extra; of two or more
races 7 lbs. extra; unplaced ponies allowed
5 lbs.; entrance \$10. One Mile and a Quarter.The PHAETON STAKES, value \$250; second
pony to receive 70 per cent. of entrance fees;
third, 30 per cent.; for China ponies *hand file*
Griffins on date of entry; weight for inches
as per scale; previous winners at this meeting
5 lbs. extra; penalties accumulative; unplaced
ponies allowed 5 lbs. Subscription Griffins
of the season, 1898-99, allowed 7 lbs.;
entrance \$5. From the Two-mile Post Once
Round and 1/2.The CONSOLATION STAKES, a sweepstakes of
\$5 each with \$150 added; second pony to
receive \$50; for beaten China ponies at this
meeting; weight for inches as per scale.
Once Round.The CHAMPION STAKES, with \$250 added; for
China ponies winners at this meeting only;
a forced entry; entrance \$20; winner of two
races \$30; of three or more \$50; weight for
inches as per scale. One Mile and a Half.NIL DESPERANDUM STAKES, a sweepstakes
of \$5 each with \$50 added; second pony to
receive \$50; third pony \$25; for inches as
per scale. Half a Mile.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by
Correspondents in this column.)

SMALL-POX.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
DEAR SIR,—This forenoon, as I was wait-
ing on Pender's Wharf, I saw a coolie
land from the Kowloon Ferry launch with
his face covered with a well marked small-
pox rash; most of the pustules had burst
and his face was one mass of scabs. I mention
this in the public interest in order that steps
may be taken by the Sanitary Authorities to
institute a more efficient inspection of the
Chinese community, which at the present time
is sadly needed. The coolie in question will
probably spread small-pox, and I trust the
Police to detain all those who have a well
developed rash in evidence. Enclosing my
card, I remain,
Yours faithfully,
MEDICUS.
Hongkong, 21st February, 1899.ATTACK ON AMERICANS NEAR
DELHI.An American visitor and his wife were at-
tacked by a fanatic near Delhi on recently. They
went in the morning to see the ruins of the
mosque at Indrapat. They had ascended the
"stair of steps" and were standing on the
balcony, when they saw a native crouching in
a suspicious-looking manner near the arches.
Perceiving that he was observed, the man made
a dash at them and with a frantic yell aimed a
blow at the gentleman with a thick club, which
was, however, warded off. A tussle ensued,
lasting some minutes. The lady hit the native
across the head with her umbrella, whereupon
he turned and struck her down the steps. Then
he again attacked the husband, who, though he
had not even a stick, kept the ruffian at bay.
The lady's cries for help brought a crowd of
natives to the building, but none would ven-
ture in to aid in any way till the husband had
overpowered and disarmed his assailant. The
visitor was roughly handled during the encounter,
and only just managed to prevent the ruffian
from forcing him over the narrow ledge of
the balcony, which would have meant serious
injury by a fall on to the paved area beneath.
The lady was cut on the head by her fall
down the steps. The man is in the hands of
the police and is feigning insanity.

A MILITARY CONSPIRACY.

THE GENERAL'S COMPLICITY.

The Geneva correspondent of the *Daily
Chronicle* states explicitly and positively that
M. Brisson, the late French Premier, had in
his possession, immediately prior to his resigna-
tion, full and complete proofs of the complicity
of several Generals in an attempt to overthrow
the Republic, together with copies of corres-
pondence which had passed between them and
Princes Victor and Louis Napoleon. M.
Brisson was inclined to adopt strong measures
at once; but, when he came to put those
measures into execution, he found he could
rely upon absolutely no one; neither the
members of his Cabinet—for he was betrayed
in his own camp—nor the army, nor the
Prefecture, nor even the magistracy. Realizing
his powerlessness he threw up the sponge.

A LION TAMER ATTACK

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGA MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 24th February, at 4 P.M.
HITACHI MARU.....	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 2nd March, at 4 P.M.
OMI MARU.....	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 3rd March, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 15th February, 1899.

SETTING UP OF DISTILLERIES

Rice—Corn—Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS.

SETTING UP OF
Liquors Factories—Preserves Factories
Laboratories of Druggists—Essences Factories

STEAM KITCHENS

EGROT & GRANGE, rue Mathis, PARIS

TEETHING BABIES

Good time for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It is a most valuable food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

F. BLACKHEAD & CO.,

SHIP CHANDLERS, SAILMAKERS, COIL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAFFIN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM and
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.
Hongkong, 14th May, 1896.

THE LEADING CATERERS.
COMPARE OUR
MENU, BILLIARD TABLES and
LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897.

Consignees.
NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED.
Agents.
Hongkong, 20th February, 1899.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge, or remaining on board after Noon, the 24th instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

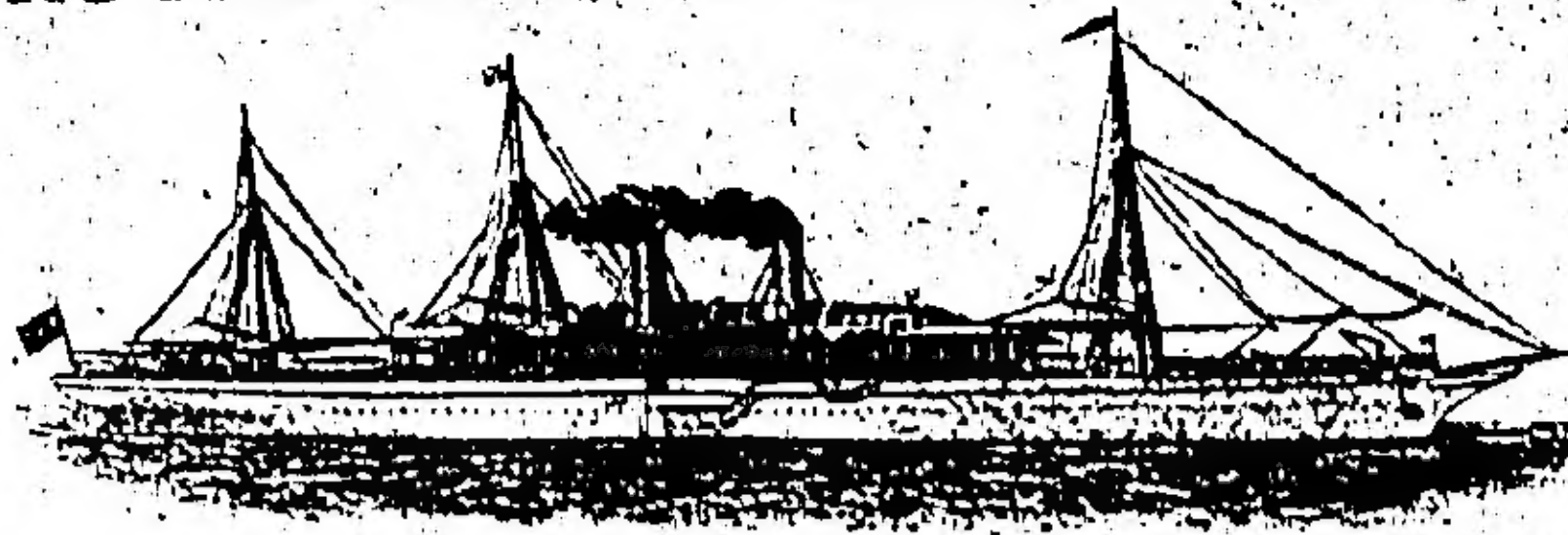
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st February, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.



1899.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th April, 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES First class only, granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PACIFIC STEAMSHIPS, second to none in the world, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Raffles Street.

Hongkong, 15th February, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 29th March, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 25th April, at Noon.

Consignees.
NOTICE TO CONSIGNEES.

STEAMSHIP "NIPPON MARU,"
will be despatched for SAN FRANCISCO, VIA INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 4th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 9th February, 1899.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"LIV,"
Captain H. F. Jacobs, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 17th February, 1899.

Head Office: TOKIO.

Branch Offices: LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.

Agencies:—
Milki Coal Mines.
Ohmura Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kangatuchi Cotton-Spinning Mill, Japan.
The Mikko Cotton-Spinning Mill, Limited.
Tokyo Cotton-Spinning Mill, Japan.
Hayashi Clock-Factory.

Hongkong, 11th December, 1896.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"
Captain F. N. Tiltard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 4th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 18th February, 1899.

FOR SAN FRANCISCO.

THE "QUEEN MARGARET,"
Fraser, Master, shortly expected here will load for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, 23rd January, 1899.

Mails.

NORTH GERMAN LLOYD.

HAMBURG-AMERICA LINE.

(Freight Service.)

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SILESIA.....	HAVRE, HAMBURG/BREMEN.	About 15th March.	Freight.
Behrens.....	(LONDON with transshipment in HAMBURG)	March.	Passage.
SUEVIA.....	HAVRE, HAMBURG/BREMEN.	About 22nd March.	Freight.
Poorck.....	(LONDON with transshipment in HAMBURG)	March.	Freight.
WITTENBERG.....	HAVRE, HAMBURG/BREMEN.	About 30th March.	Freight.
Mudsen.....	(LONDON with transshipment in HAMBURG)	March.	Freight.
NURNBERG.....	HAVRE, HAMBURG/BREMEN.	About 6th April.	Freight.
V. Binzer.....	(LONDON with transshipment in HAMBURG)	April.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
Calling at NAPLES for Passengers only, if sufficient inducement offers.
For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 15th February, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 2nd May, at Noon.

THE U. S. Mail Steamship

"CITY RIO DE JANEIRO,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, & HONOLULU, on TUESDAY, the 14th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 21st February, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King.....[Mar. 15]

Carmarthenshire.....[Mar. 31]

Carlisle City.....[Mar. 31]

THE Steamship

"SHANTUNG,"
will be despatched for SAN DIEGO via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on MONDAY, the 20th instant, at 4 P.M.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 17th February, 1899.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS.

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Sunday, 26th Feb., at Daylight.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 1st March, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 15th April, at Noon.

THE Company's Steamship

"DORIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 26th February, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid for fare to embark at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCELS should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight, or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 16th February, 1899.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen.....Wednesday 1st March.

Hayden.....Wednesday 29th March.

Prinz Heinrich.....Wednesday 26th April.

Preussen.....Wednesday 24th May.

ON WEDNESDAY, the 1st day of March, 1899, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supper, with MAILED PASSENGERS, SPECIE, & CARGO, will leave this Port, as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 27th instant. Cargo and Specie will be received on board until 3 P.M. on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 28th instant. Contents of Parcels are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

For further Particulars apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th February, 1899.

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